



**Rules and  
Regulations for  
the Classification  
of Ships, July 2007**

**Notice No. 7**

Effective Date of Latest  
Amendments:

See page 1

Issue date: June 2008

# **RULES AND REGULATIONS FOR THE CLASSIFICATION OF SHIPS, July 2007**

## **Notice No. 7**

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Ships, July 2007*. The amendments are effective on the dates shown:

<b>Part</b>	<b>Chapter</b>	<b>Section</b>	<b>Effective date</b>
5	15	2	1 July 2008
8	2	7	Corrigenda

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Ships, July 2007* are to be read in conjunction with this Notice No. 7. The status of the Rules is now:

Rules for Ships Notice No. 1	Effective date: Effective dates:	July 2007 1 August 2007, 1 January 2008 & Corrigenda
Notice No. 2	Effective dates:	1 July 2007, 1 October 2007, 1 January 2008 & July 2008
Notice No. 3	Effective dates:	1 March 2008 & Corrigenda
Notice No. 4	Effective dates:	1 January 2008, 1 July 2008 & Corrigenda
Notice No. 5	Effective dates:	1 March 2008 & Corrigenda
Notice No. 6	Effective dates:	1 April 2008 & 1 July 2008 & Corrigenda
Notice No. 7	Effective dates:	1 July 2008 & Corrigenda

**Part 5, Chapter 15**  
**Piping Systems for Oil Tankers**

**Effective date 1 July 2008**

■ **Section 2**  
**Piping systems for bilge, ballast,  
oil fuel, etc.**

**2.1 Pumping arrangements at ends of ship  
outside dangerous zones and spaces**

2.1.4 Where non-permanent connections are required in piping systems between non-dangerous and dangerous spaces, two means of isolation are to be provided. One of these means is to provide positive separation by means of a removable spool piece or flexible hose, and blank flanges are to be fitted. The other is to be a non-return valve, or similar, in accordance with an acceptable National or International Standard that is appropriate for the design conditions of the piping system. The non-return valve and removable piece are to be located outside the non-dangerous space. A notice is also to be provided located in a prominent position adjacent to the means of isolation, clearly indicating that the spool piece or flexible hose is to be removed, and blanking flanges are to be fitted, when the piping is not in use. The removable spool piece is to be clearly identified (labeled/painted in a distinctive colour) and stowed close to its working position.

**Part 8, Chapter 2**  
**Ice Operations - Ice Class**

**CORRIGENDA**

■ **Section 7**  
**Machinery requirements for first-  
year ice conditions – Ice Classes**  
**1AS FS, 1A FS, 1B FS and 1C FS**

**7.3 Propeller blade sections**

*(Part only shown)*

7.3.1 The width,  $L$ , and thickness,  $T$ , of propeller blade sections are to be determined so that:

(a) at the radius  $0,25D/2$ , for solid propellers

$$LT^2 \geq \frac{26\,478\,000}{\sigma_u (0,65 + 0,7p_r/D)} \left( 27,2 \frac{P}{NR} + 2,24M \right)$$

(b) at radius  $0,35D/2$  for controllable pitch propellers

$$LT^2 \geq \frac{21\,084\,300}{\sigma_u (0,65 + 0,7p_r/D)} \left( 27,2 \frac{P}{NR} + 2,35M \right)$$

(c) at the radius  $0,6D/2$

$$LT^2 \geq \frac{9\,316\,320}{\sigma_u (0,65 + 0,7p_r/D)} \left( 27,2 \frac{P}{NR} + 2,86M \right)$$

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*Registered office*  
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